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## THE "TIMES" AND SIR CYPRIAN BRIDGE.

The following article appears in the Times of February 19th:

Towards the close of last year a very instructive paper on "The Supply and Demand of a Fleet" was read at the Hongkong United Service Institution by Vice-Admiral Sir Cyprian Bridge, the present Commander-in-Chief of the China Station. Although the paper is in no sense official, it may be regarded as the Commander-in-Chief's "apologia" for the advice he is known to have tendered to the Admiralty last year to the effect that Weihaiwei should no longer be regarded as a secondary base for the supply of stores, ammunition, and coal to British warships in the northern waters of China. Sir Cyprian Bridge is entitled to speak on such a subject with the high authority which belongs to intimate local knowledge, to wide naval experience, and to a strategic insight and historic grasp which place him in the very front rank of living writers on the teachings of naval history, and the principles of naval strategy. He was for several years Director of Naval Intelligence, an office which placed him at the head of what is, so far as it can be with its present meagre organisation, the thinking department of the Navy. He is a man of wide literary and professional culture, he writes with rare skill and he has written largely, though mainly anonymously, on those broad naval issues and topics which the late Admiral Colomb was among the first to discuss in this country, and Captain Mahan has since made his own. We said of him, not long ago, that those who are privy to the authorship of writings so long anonymous would not hesitate to reckon Sir Cyprian Bridge among the few English writers who have seen naval history in the light now revealed to all the world by Captain Mahan. For a justification of this judgment we can now point to the masterly article on "Sea Power" contributed by Admiral Bridge to the supplement to the *Encyclopædia Britannica*. In view of precedents such as these, we need offer no apology for giving to the gallant Admiral's views on "The Supply and Demand of a Fleet" a wider publicity and bespeaking for them a larger attention than was likely to be afforded by the proceedings of the Hongkong United Service Institution.

Taking a dead approximation of the strength of the British Squadron now in Chinese waters, Sir Cyprian Bridge first estimates the amount of the supplies it requires to last within a given period in time of peace, promising that the difference in the supply of a given naval force in war and in peace is principally that in the former the requirements of nearly everything except provisions will be greater; and consequently that the articles must be forwarded in larger quantities or at shorter intervals than in peace time. The figures obtained are not a little significant. The assumption is that the number of men to be supplied is about 10,000, that the number of days during which each ship is under way, and therefore burning coal at a much more rapid rate than when she is stationary, is not in time of peace, more than six or seven in the month, and that the quarterly expenditure of ammunition is constant. On this assumption it is found that the tonnage requirements of the squadron and its auxiliaries for a full six months period would be about 74,000 without fresh water. As, however, the ships would have started with full stores, holds, and bunkers, and may be expected to return to the principal base port of the station at the end of the period, stores for four and a half months and coals to meet twenty weeks' consumption would be sufficient. These would be about 6,750 tons of stores and ammunition, and 46,000 tons of coal. This is "without fresh water," however; "a commodity which ships have never been able to do without, and which they need now in higher proportion than ever." Sir Cyprian Bridge computes that the requirements of the squadron would be little less than 30,000 tons in six months, of which the ships, without adding very inconveniently to their coal consumption, could displace only one-half, "but the remaining 15,000 tons would have to be brought to them and another 1,000 tons would probably be wanted by the auxiliaries, making the full six months' demand up to 16,000 tons." Of course these totals would have to be very largely increased in time of war, the only constant amount being food and other organic stores, while the normal supply of water might possibly be reduced at a pinch. As for coal, calculations founded on the experience of manœuvres show that in war time ships would require nearly three times the quantity used in peace. As for ammunition, "An case we were at war a single action might cause us to expend in a few hours as much as half a dozen quarterly peace allowances." The six months' peace allowance of "ordnance stores and ammunition" is put at 1,140 tons. Perhaps if we multiplied it by ten we should be below the mark for the requirements of war.

Now it stands to reason that this quantity of supplies cannot be kept permanently in store at a base, whether "secondary" or even principal. Coal deteriorates rapidly in store, and its quantity available for efficient steaming diminishes greatly through frequent handling and transfer. "If any one doubts this deterioration it would be well for him to examine reports on coal and steam trials." He will be unusually fortunate if he finds so small a deterioration as 10 per cent. It follows inexorably that the base itself must be supplied by a constant stream of maritime communication. The line of this communication must be defended at all hazards if the squadron is to operate at all in the waters adjacent to the base, and this being so, it is not necessarily more difficult and might be much more convenient to defend an alternative line of communication leading direct to a "flying base,"

neither permanent nor designated beforehand, but selected for the occasion according to the exigencies of the strategic situation, and capable of being shifted at will in response to any change in these exigencies. History tells us that this has been the normal procedure in times past and even in the present day. "The fleet which assumes the offensive," as every British fleet must, "has to establish what are sometimes called 'flying bases' to which it can resort at will." This explains why Nelson rarely used Gibraltar as a base; why we occupied Balaklava in 1854; and why the Americans used Guantanamo Bay in 1898. Following in this respect the precedent set as long ago as 1641 by Vernon, who called the place Waltham Bay and even renamed it Cumberland Harbour. There is always a danger that the pre-established base may prove to be in the wrong place; indeed it is pretty certain to be in the wrong place if the enemy knows his business; for, as Sir Cyprian Bridge's ally says: "It is not a bad rule when going to war to give your enemy credit for a certain amount of good sense. Our enemy's good sense is likely to lead him to do exactly what we wish him not to do and not to do that which we wish him to do." If we have pre-established permanent bases in time of peace, the enemy will know their whereabouts as well as we do ourselves, and, unless he is, he will try to make us derive as little benefit from them as possible. The "flying base," on the other hand, is from the nature of the case either exactly in the right place or as near to it as may be. As these views appear to have prevailed with the Admiralty, at least so far as Weihaiwei is concerned, it is perhaps needless to enlarge upon them further. But the final lesson deduced by Sir Cyprian Bridge from his argument is both highly important in itself and capable of a general application. It is that the system of supply to be adopted in war should be practised in quiet years. "Surely no one will care to deny that the fleet which has practised in quiet years the system that must be followed in war will start with a great advantage on its side when it is at last confronted with the stern realities of naval warfare."

## THE HOARDED WEALTH OF INDIA.

The *Times of India* writes:—In the speech which Lord Curzon delivered recently at the Bengal Chamber of Commerce, he said he had seen calculations to the effect that the hoarded wealth of this country amounted to over 825 crores of rupees. "Whether these figures are correct or not," added Lord Curzon, "they represent an approximation to the truth." We do not know where His Excellency took his figures from. One of the most recent references to the subject we have come across is in the paper on "Silver Prices in India" by Mr. Fred J. Atkinson, which was printed in one of the numbers of *Journal of the Statistical Society* for 1897. In that paper Mr. Atkinson carefully worked out from the recorded figures of imports and exports an estimate of the amount of hoarded wealth in India from 1835 to 1895. In summarising the results, he wrote:—"It is, however, certain that the popular idea is a very exaggerated form of the truth, and the enormous hoards that are said to exist are very frequently, as has often been proved, mere efforts of the imagination." Mr. Atkinson summed up his conclusions thus:—"It is possible that the wealthier natives hoard to some extent in gold, as there was a net import of Rs. 145,499,513 of that metal between 1835 and 1892, and it seems impossible that the whole of this could have been turned into ornaments. The estimate of silver hoards entered in the statements gives a total of 500 crores of rupees, and this probably represents the very maximum." As regards the hidden wealth of India before that period, we have only even vaguer conjectures. Mr. Clement Daniell, of the Bengal Civil Service, brought together in an interesting little book entitled "The Gold Treasure of India" all the available material, historical and statistical, available on the point, and arrived at the estimate that the stock of gold which has been under process of accumulation in India during more than twenty-five centuries considerably exceeded 200 crores of rupees in value. Two things have to be borne in mind with reference to Mr. Daniell's figures. On the one hand they do not include the value of the silver treasure in the country, while, on the other, it ignores the distinction made by Mr. Daniell between hoarded wealth and the precious metals used up in jewellery. The amount of silver imported into the East during the three centuries commencing with the middle of the sixteenth century was estimated by Del Mar at £440,000,000. How much of this went to India, and what the previous stock of silver in the country was, we have at present no means of knowing. If we add Mr. Daniell's estimate of 100 crores of rupees worth of gold (including jewellery) at the beginning of the nineteenth century with the 25 crores of silver and gold (excluding jewellery) since the commencement of that century, we get a total of 225 crores, which is 600 crores less than the estimate accepted by the Viceroy as approximately correct. If, on the principle adopted above, we deduct one-half of the total value of gold in the country at the beginning of the century for ornaments, the amount is reduced to 175 crores, to which has to be added the amount of silver in the country at the beginning of the last century. As we have said above, we have no means of even roughly conjecturing what this might have been, but everything considered, and having regard to Mr. Atkinson's warning against popular exaggeration on the subject, we think it would be a safe estimate to take the gold and silver hoarded in India at the present time at about 500 crores of rupees.

## MISCELLANEOUS NOTES AND NEWS.

**EXTERIOR THEN AND NOW.**

The remarkable progress which has been made in respect of the cleansing of cities during the last century may be understood when it is stated that a hundred years ago the cleansing staff of the city of Glasgow consisted of twelve policemen, who left their beats for four hours per week in order to sweep the streets. At the present time the staff number 1,350, and over 300 horses are employed, while last year the quantity of material dealt with was about 400,000 tons, giving a daily average of 1,250 tons.

## THE AMERICAN LOVE OF TITLES.

Mrs. G. Cornwallis West (Lady Randolph Churchill) contributes to the March number of the *Pall Mall Magazine*, a paper which will provoke considerable discussion at home and in America. "Americans," she says, "are often credited with loving titles. In a sense the criticism is true, but only inasmuch as, striving always to have the best of everything including titles, they make the mistake of thinking that the aristocracy of a country must represent the most cultured and refined of its inhabitants. There are some who do not discriminate, and who are dazzled by a high-sounding title whatever the origin and whoever the bearer may be; but this is not an American monopoly."

## A FIVE-YEAR OLD CHESS CHAMPION.

A wonderful story is related by the Vienna correspondent of the *Daily Mail*. It seems that five years ago Bernard Falk, the apothecary of Stanislau, a village in Galicia, became the father of a son. It was the father's wont to play chess daily at home with old friends, and as soon as the little boy, who had been christened Dolo, could walk he used to sit on his father's knee watching the game. At four little Dolo knew all the moves as well as his father, and one day he was allowed to play a game unassisted. The child played and lost, but in such a manner as to show that his infant brain had already grasped the rudiments of the game. Day by day Dolo improved, beating not only his father and his friends, but also veterans of the game from far and near, until the five-year-old child is acknowledged the chess champion of the neighbourhood.

## JEWS AS BUSINESS MEN.

Are Jews more successful than Gentiles in business? The general opinion is that they are. But Mr. Israel Zangwill, the well-known novelist, thinks otherwise. Asked his opinion as to the Jewish commercial position in Great Britain and throughout the world, he gives his reply in the *March Magazine of Commerce*, in the course of which he says:—"If the truth be told, the commercial position of the Jews is at best no better than their social position, which is, very bad indeed. The Jews, as a race, may be judged by the standard of a small successful minority. As well say that every American is a millionaire because Pierpont Morgan, Rockefeller and Andrew Carnegie are American citizens. For many years the Jews gave the world some of its leading financiers. To-day the world's wealthiest men are Gentiles, though now as always the poorest people in the world are the Jews. The present Lord Mayor of London is both a Jew and a successful business man, but that fact doesn't justify the belief that all Jews succeed in commerce."

## LONDON FOGS.

About a year ago the London County Council decided to concur in a suggestion which had been put forward by the Meteorological Council, that it should assist in the initiation of a special inquiry into the conditions associated with the development and distribution of fog in London and its vicinity, and authorised an expenditure of £250 for the purpose, on the condition that all responsibility for the conduct of the investigation should rest with the Meteorological Council. The object of the inquiry was to obtain more definite forecasts or warnings of the approach of fog. A report has now been received by the Council, from the secretary of the Meteorological Council, on the results of an inquiry into the matter extending over nearly five months. The inquiry was carried out under the direction of Captain Carpenter, R.N. From a summary of the report it appears that there is no evidence of any special connexion between the frequency or intensity of fog and geological conditions, nor does the locality of beginning of fog depend upon geological formation. The well-known circumstance that elevated stations are freer from fog than other stations is confirmed. The beginning of a fog seems to be a general process depending upon general atmospheric conditions. The actual locality of fog at any particular time seems to depend upon local atmospheric conditions, which require further investigation. There is no evidence tending to show that fogs are formed outside and invade or drift into London. The meteorological conditions for the formation of fog are carefully set out. Captain Carpenter says that a regular system of observations of temperature might indicate the possibility of local forecasting of fogs, especially if these were made in the early hours of the morning. The Meteorological Council ask that the London County Council will provide a further £200 to cover the cost of the special reading of the barometer and other instruments; but the General Purposes Committee is reporting upon the matter, and that they do not see their way to recommending the Council to incur any further expenditure for the purpose.

## THE EGYPTIAN BUDGET.

The Egyptian Government accounts for the year 1902 have just been closed. They show that the receipts amounted to £2,215,143,656, and the expenses to £2,211,422,222, leaving a surplus of £3,721,434. Besides this surplus, there appears on the expenditure side of the accounts a surplus of the Office of the Public Debt amounting to £2,061,111, which is paid to the general reserve fund, and also Conversion economies to the amount of £226,037. The real surplus of receipts over expenditure therefore exceeds £2,000,000.

## SYMPATHETIC CONTACT.

The experience of sharing the guard's van with twenty-two workmen, owing to the overcrowding of trains, which befell Lord Addington and Mr. D. J. Morgan, M.P., recently on their way to a meeting at Walthamstow, recalls, says a London contemporary, an adventure of a well-known bishop who was anxious to gain an insight into the tastes and manners of the working-classes in London. He travelled one morning by one of the workmen's trains on the Underground Railway, and was much struck with the potency of several expressions which he was compelled to listen to. He ventured to ask how they came to learn such language. "Learn it, yer reverence" came the reply; "yer can't learn it. It's a gift!"

## DOCTORED WHISKY.

The *Lancet* discusses substitution in the spirit trade, and points out that, rightly or wrongly, the medical profession is generally credited with having brought whisky into favour for medicinal use at the time brandy fell into disrepute owing to the failure of the Charente vineyards in the "seventies," while about the same time suspicion fell upon the nature of some of the wines imported into England. It would seem clear, therefore, that in recommending the use of whisky for a specific purpose medical men could have had no other spirit in view but that made entirely from malt and matured by storage, for at that time the addition of grain spirit was not practised. As to the relative merits of these two forms of spirits, the journal believes that a young raw malt whisky will create more physiological mischief than will grain spirit, but a well-matured all-malt spirit is undoubtedly more wholesome and less harmful than either.

## LIVERPOOL AND BOOTLE.

Liverpool, which is endeavouring to swallow Bootle, is an instance (says the *Chronicle*) of how rapidly a town can grow into importance. Although Henry II. made it a port, a considerable period elapsed before the place grew into notice. Fuller does not even mention it. In the reign of William III. Liverpool was but a townelet, and until 1699 it was a chapel of ease to Walton, which was two miles distant. On a petition from the inhabitants, William III. raised the place to the dignity of a parish. In 1712 Liverpool started its first newspaper, the *Liverpool Courier*, which appeared twice a week. The smallness of the sea traffic is shown in one of its early numbers, which, containing three days' news, gives news that "one ship has arrived," and of another "outward bound for Dublin." But with the institution of a newspaper the town grew rapidly, an inquiry was made for a dock, and sixteen years later than the starting of its newspaper we read that 120 vessels belonged to the port of Liverpool. But the growth of the place, is, perhaps, more forcibly conveyed to the mind by the fact that the income of the estates of the corporation was less than £20 at the beginning of the eighteenth century, while now it reaches £230,000. But even the growth of Liverpool is not more startling than that of Bootle, which refuses to be merged in Liverpool. Mr. Gladstone, in a speech at Liverpool in December 1892, said that he remembered wild roses growing in what was then the centre of Bootle.

## BOATS AND SCULLS.

Under the auspices of the Thames Boating Trades Association an attractive exhibition was held during the first fortnight of March in the Ducal and Princes' Parks, at Earl's Court. The exhibits were very interesting, and afforded the amateur an idea of the amount of money that is expended annually in boats for use on the Thames. The feature of the display, however, was the number of motor launches, and it was to this that Sir Frederick Dixon-Hartland, the chairman of the Thames Conservancy Board, specially referred when he informally opened the show in the presence of a distinguished gathering, which included Mr. Hanbury, M.P., Viscount Hayashi (Japanese Ambassador), Mr. W. H. Grenfell, M.P., and Alderman John H. H. Salter. Describing the exhibition, a London contemporary says:—

A motor launch 9ft in length is shown by a Portsmouth firm. This, fitted with a three-horse-power motor, is priced at £135; while with a four and a half motor the cost rises to £210. "The simplest launch in the world" is the description of another craft, which, with its luxurious fittings is on sale for £700. In the matter of novelties there is nothing particularly striking, but this is not surprising remembering the high standard of perfection to which the leading boat builders on the Thames have attained. Attention, however, may be directed to one exhibit, which proves the value made in small manufacture. A racing scull in 1747 weighed 64lb; that used nowadays weighs 44lb. The Patiny firm showing these specimens also gives the amateur a practical proof of the labour involved in making an ordinary scull. It goes through seven stages before it is ready for use, and while at the outset the wood weighs 35lb, when it is finished it scales only 84lb. Another firm shows how a "tab" is constructed, the work being conducted in view of the visitors.

## PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE &amp; CO.,

17A, QUEEN'S ROAD, HONGKONG.

[39]

## COMPETITION AMONG INSURANCE BROKERS.

The *Times* correspondent, who contributes the daily notes on Lloyds and Marine Insurance Companies, wrote on February 28th:—

I have reason to believe that a dangerous form of competition between insurance brokers—common enough in America, but, happily, rare in this country—is gaining ground just now, and that the consequence may seriously affect the whole market. In order to secure clients among shipowners and merchants, brokers have in some cases made contracts at lower rates than those at which business can be done in the market. When a contract of this kind comes to be executed, brokers have to place the whole or part with the underwriting "names" which they control—there is no fixed distinction between brokers and underwriters as there is on the Stock Exchange between brokers and jobbers—or they have to do the business in the market and meet any loss on the rates themselves, or they delay completion in the hope that the market will fall to the point at which they can fulfil their contracts without loss. All these three courses are full of danger. If the brokers' "names" are saddled with larger lines of insurance at inadequate premiums than they can safely carry, there is risk of a smash such as was witnessed in Glasgow some years since. The failures in that instance were so large that the Glasgow market was shaken to its foundations and has hardly recovered since. A very strong firm might continue for a time the second course of effecting insurances in the market and of making up any deficiency in premiums, but even the strongest firm could not for long do a costing business. An example of the third course—namely, of delaying completion in the hope of a fall in rates, occurred not long since, and the shipowners and merchants who suddenly discovered that they were uninsured had hurriedly to get the business done at a loss. No system of this kind—fundamentally unsound as it is—could exist at all if shipowners and other large assuring firms were careful to examine their insurance documents at short intervals and see that their business had really been done at the rates in their contracts. The remedy for a state of things which may bring serious losses upon them as well as upon the insurance market is in their hands. They have, in the first place, to regard with suspicion those who promise them excessively cheap insurance; and, in the second place, if they do make contracts, to see that they are properly executed and that the insurances have been placed in responsible quarters and not concentrated on a few "names." There are few things less worth buying than "cheap" insurance which, at a pinch, offers no adequate protection.

## THE NATIVE LABOUR PROBLEM IN SOUTH AFRICA.

At the annual meeting of the Meyer and Charlton Gold Mining Company at Johannesburg on February 27th, Mr. George Albu, the chairman, dealt at great length with the native labour question. He said that it was not a question of procuring a few thousand additional natives, but that within the next few years, if the industry was to progress with the rapidity that recent developments justified, 200,000 unskilled labourers would be required. As natives rarely contracted for more than a year this would entail a continuous supply of 20,000 natives monthly.

When they remembered the labour and time involved in bringing to South Africa 200,000 British soldiers who were to be had for the asking, they must appreciate the enormous difficulty of the labour problem. He believed that by a great exercise of patience they could eventually obtain 100,000 natives. He was still optimistic regarding the efforts being made by offering higher wages, but should every expedient fail, the only alternative would be Chinese labour. He suggested importing 10,000 Chinese labourers as an experiment on the deep levels. He believed that the fears expressed of the Asiatics overrunning the country were exaggerated. He would support the severest restrictive regulations.

Continuing, Mr. Albu denied the allegations made in the *London Press* of the minesowners being slave drivers, and he affirmed that the food and given to the natives rendered their condition infinitely better than that of the London poor. It was impossible to employ poor whites in great numbers owing to the inflated prices of food stuffs, and it was also useless to settle white men on the land for promoting agriculture if labour could not be obtained to till the soil. Consequently, the scarcity of native labour was affecting the whole progress of South Africa.

## LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Shanghai* left Singapore for this port on the 31st ult., at 10 a.m. The steamer *Catherine* Apsar, from Calcutta, left Singapore for this port on Tuesday afternoon.

The "Mogul" Line steamer *Sikh* left Singapore for this port on the morning of the 31st ult., and may be expected here about the 5th inst.

The H.B.N. Co.'s steamer *Iris*, from Bangkok and the Straits, left Singapore for this port on the 31st ult., at 3 p.m.

The P. & A. steamer *Indravelli*, from Portland (Or.), arrived at Yokohama, yesterday morning, and may be expected here on the 12th inst.

## IF YOU REQUIRE BOTTLED ALES, BEERS AND STOUTS, BUY THE BEST

Ind. Coops & Co's	For 8 Doz. Pts.	\$19.50	\$2.45
Base, Light Gravity	Do.	19.00	4.75
Base, Light Gravity	Do.	21.00	2.95
Base, Boor's Head...	Do.	22.00	5.50
Do.	Do.	27.00	3.40
Dortmund, Pilsener	Do.	18.00	4.50
Do.	Do.	18.00	3.40
El Capitan, do.	Do.	18.50	4.15
Do.	Do.	18.50	2.75
Jubilee, do.	Do.	16.50	2.75
Munich, Dark	Do.	17.00	4.25
Do.	Do.	17.00	2.85
Blatz, American	Do.	28.00	4.70
Do.	Do.	29.00	2.40
Yebisu, Japanese	Do.	16.00	2.10
Light	Do.	17.00	2.20
Yebisu, Japanese	Do.	17.00	2.20

## STOUT.

Ind. Coops & Co's	For 8 Doz. Pts.	\$19.50	\$2.45
Guinness, Boar's	Do.	20.00	5.00
Guinness, Boar's	Do.	25.00	3.15

## H. PRICE &amp; CO.

12, QUEEN'S ROAD. [41]

FOR SALE.

ONE NEW EDISON (LATEST No. 7D) OSCILLATING MINEOGRAPH, with ACCESSORIES. Apply to THE ROBINSON PIANO CO., LD. Hongkong, 4th February, 1903. [42]

## AUTOMATIC MAUSER PISTOLS.

JALIBRE 7.63 mm. With CHAMBER 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS. SIEMSEN & CO. Hongkong 3rd October, 1902. [46]

## FOREIGN AND COLONIAL STAMP DEALER.

No. 39, WYNDHAM STREET, HONGKONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory references. Also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED. 15 to 25 per cent. Discount Allowed. [3192]

## CHEONG SHING. GENERAL EXPORTERS.

JEWELLERY, DIAMONDS, PEARLS, PRECIOUS STONES, SILKS, IVORY, WARE, EMBROIDERIES AND CHINESE CURIOS. Wholesale and Retail. Prices very moderate. No. 39, QUEEN'S ROAD CENTRAL (Opposite Messrs. C. J. GAVY & Co.). Hongkong, 18th February, 1903. [539]

## NOW ON SALE, THE CHRONICLE AND DIRECTORY.

CHINA, JAPAN, COREA, IND-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY.

THE HONGKONG DIRECTORY AND HONG LEST FOR THE FAR EAST FOR 1903.

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THE FRENCH IN TONKIN AND SOUTH CHINA. By ALFRED CUNNINGHAM. Sixty Illustrations and One Map. Price \$3.

ON SALE AT LOCAL BOOKSELLERS.

PEERS NOTICES. "This volume places before the English reader the best description of the Southern French colonies in the Far East that has yet appeared."—*SHANGHAI MERCURY*.

Many of us in the Far East have read books on Tonkin, ancient and modern, but knowledge of things as they are there to-day, of what has been accomplished under M. Dommer's administration is far from common. The author has written what he set out to do, a very readable and accurate sketch of the colony as it is at present. Altogether, this is a book to read."—*BANGKOK TIMES*.

THE BOOK WILL BE FOUND TO BE A COMPLETE GUIDE TO THE HANOI EXPOSITION.

Hongkong, 17th October, 1902. [2776]

NOTICE TO SUBSCRIBERS.

I BEG to notify that on and after the 1st JANUARY, 1903, the SUBSCRIPTION to the "HONGKONG DAILY PRESS" will be as follows:—

PER QUARTER ..... \$9  
PER MONTH ..... \$3  
ALFRED CUNNINGHAM, Manager.  
Hongkong, 8th December, 1902. [3302]











## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong B, midway between Hongkong and Kowloon C, and those vessels berthed at the Kowloon Wharf, together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, via SINGAPORE, &c.	CANDIA	Brit. str.	2 m.	E. G. Andrews	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON, &c. via PORTS OF CALL.	GLACIUS	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On 11th inst., at Noon.
LONDON & ANTWERP	GLACIUS	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On 14th inst.
LONDON	JASON	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On 24th inst.
LONDON	CALCHAS	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On 12th inst.
LIVERPOOL via GENOA	PINGSUY	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On 24th inst.
MARSEILLES, LONDON & ANTWERP v. S'PORE, &c.	PATROCLUS	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On 24th inst.
MARSEILLES, &c. via PORTS OF CALL.	KAMAKURA MARU	Jap. str.	2 m.	Blank	NIPPON YUSEN KAISHA	On 4th inst., at Daylight.
BREMEN, via PORTS OF CALL.	INARA MARU	Jap. str.	2 m.	W. Balbridge	NIPPON YUSEN KAISHA	On 7th inst., at 11 A.M.
HAVRE & HAMBURG	SACHSEN	Ger. str.	2 m.	Franks	MELCHERS & CO.	On 18th inst., at Daylight.
HAVRE & HAMBURG	KOMOSBERG	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 15th inst., at Noon.
HAVRE & HAMBURG	SAMBIA	Ger. str.	2 m.	Deinat	HAMBURG-AMERIKA LINIE	On 21st inst.
HAVRE & HAMBURG	SABOTIA	Ger. str.	2 m.	Brehmer	HAMBURG-AMERIKA LINIE	On 5th inst.
HAVRE & HAMBURG	SEGOYA	Ger. str.	2 m.	Forec	HAMBURG-AMERIKA LINIE	On 19th inst.
NEW YORK, via PORTS & SUEZ CANAL	RICHMOND CASTLE	Brit. str.	2 m.	Backenoff	DODWELL & CO., LD.	About 20th inst.
DAINTY, PORT ARTHUR & VLADIVOSTOCK	PENBROKESHIRE	Brit. str.	2 m.	E. Porter	SHEWAN, TOMES & CO.	On or about 15th inst.
MANZANILLO, MEXICO & SAN FRANCISCO, &c.	KITAI	Rus. str.	2 m.	E. Porter	MELCHERS & CO.	On 22nd inst., at Noon.
VANCOUVER, via SHANGHAI, &c.	ATOLL	Brit. str.	2 m.	E. Porter	MELCHERS & CO.	On 22nd inst., at Noon.
VANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	E. Porter	MELCHERS & CO.	On 6th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	TOSU MARU	Jap. str.	2 m.	J. Traubridge	NIPPON YUSEN KAISHA	On 7th inst., at 4 P.M.
VICTORIA (B.C.) & TACOMA via JAPAN	OLYMPIA	Brit. str.	2 m.	G. Anderson	DODWELL & CO., LIMITED	On 8th inst.
VICTORIA (B.C.) & SEATTLE via NAGASAKI, &c.	KEMUN	Brit. str.	2 m.	G. Anderson	NIPPON YUSEN KAISHA	On 18th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	KAGA MARU	Brit. str.	2 m.	W. E. Craven	PORTLAND & ASIATIC S.S. CO.	On 21st inst., at 4 P.M.
PORTLAND, OREGON	INDRAVELLI	Brit. str.	2 m.	Ellis	BUTTERFIELD & SWIRE	On 20th inst.
AUSTRALIAN PORTS	EASTERN	Brit. str.	2 m.	K. Kori	GIBB, LIVINGSTON & CO.	On 8th inst., at Noon.
AUSTRALIAN PORTS	KAGOSHIMA MARU	Jap. str.	2 m.	F. L. Pyne	NIPPON YUSEN KAISHA	On 17th inst., at Noon.
KOBE & YOKOHAMA	TSINAN	Brit. str.	2 m.	H. Fraser	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	2 m.	Schmidt	BUTTERFIELD & SWIRE	On 23rd inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	KANSU	Brit. str.	2 m.	Negre	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI & KOBE	WOOSUNG	Brit. str.	2 m.	Negre	BUTTERFIELD & SWIRE	On 6th inst.
SHANGHAI, KOBE & YOKOHAMA	YARBA	Brit. str.	2 m.	Negre	BUTTERFIELD & SWIRE	On or about 7th inst.
SHANGHAI	WHAMPOA	Brit. str.	2 m.	Negre	BUTTERFIELD & SWIRE	On 8th inst.
SHANGHAI & TAIKU	DOUGLAS	Brit. str.	2 m.	Negre	BUTTERFIELD & SWIRE	On or about 8th inst.
SHANGHAI	DAIGI MARU	Jap. str.	1 m.	Negre	BUTTERFIELD & SWIRE	About 10th inst.
FOOCHOW, via SWATOW & AMOY	AMING MARU	Jap. str.	1 m.	Negre	BUTTERFIELD & SWIRE	On 5th inst.
ANPING, via SWATOW & AMOY	MAIDZURU MARU	Jap. str.	1 m.	Negre	BUTTERFIELD & SWIRE	On 5th inst.
SWATOW	HAIRONG	Brit. str.	2 m.	Negre	BUTTERFIELD & SWIRE	On 15th inst.
SWATOW, AMOY & TAMSUI	CHINGTU	Brit. str.	2 m.	Negre	BUTTERFIELD & SWIRE	To-day, at 11 A.M.
MANILA	LOONGSANG	Brit. str.	2 m.	Negre	BUTTERFIELD & SWIRE	On 4th inst., at 5 P.M.
MANILA	ZAFIRO	Brit. str.	2 m.	Negre	BUTTERFIELD & SWIRE	On 4th inst.
MANILA DIRECT	ROSETTA MARU	Jap. str.	2 m.	Negre	BUTTERFIELD & SWIRE	On 4th inst., at 10 A.M.
MANILA DIRECT	EASTERN	Brit. str.	2 m.	Negre	BUTTERFIELD & SWIRE	On 4th inst., at 11 A.M.
MANILA DIRECT	RUBI	Brit. str.	2 m.	Negre	BUTTERFIELD & SWIRE	On 9th inst., at Noon.
SINGAPORE, RANGOON & MOULMAIN	FRIBURG	Ger. str.	2 m.	Negre	BUTTERFIELD & SWIRE	On 11th inst., at 10 A.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	2 m.	Negre	BUTTERFIELD & SWIRE	On 8th inst., at Daylight.
SINGAPORE, COLOMBO & BOMBAY	PEKIN	Brit. str.	2 m.	Negre	BUTTERFIELD & SWIRE	On 7th inst., at Noon.
BOMBAY, via SINGAPORE & COLOMBO	IZUMI MARU	Jap. str.	2 m.	Negre	BUTTERFIELD & SWIRE	On or about 18th inst.
BOMBAY, via SINGAPORE & PENANG	CAPI	Ital. str.	2 m.	Negre	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
BOMBAY, via SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.	2 m.	Negre	BUTTERFIELD & SWIRE	On 11th inst., at Noon.

## SHIPPING.

**ARRIVALS.**  
Mar. 31, CANDIA, British str., 4,195, E. G. Andrews, Shanghai 28th March, General.  
—P. & O. S. N. Co.  
Mar. 31, JAGUAR, German str., from Canton.  
April 1, ANHOLD LUYKEN, German str., 1,095, C. L. Daniel, Saigon 29th March, Rice-boat.  
—East Asiatic Trading Co.  
April 1, CHINGTU, British str., 1,459, J. McD. Howie, Kobe 27th March, General.  
—Butterfield & Swire.  
April 1, DAIGI MARU, Japanese str., 847, T. W. Groves, Tamsui via Amoy and Swatow 29th March, General.  
—Osaka Kisen Kaisha.  
April 1, HANGSANG, British str., 1,356, S. Wilde, Shanghai 29th March, General.  
—Jardine & Matheson & Co.  
April 1, HONGKONG, French str., 742, Pannier, Haiphong and Hanoi 31st March, General.  
—A. R. MARY.  
April 1, KANSU, British str., from Canton.  
April 1, KWANGTAN, Chinese str., from Canton.  
April 1, MARCEBON, British str., 2,976, McGregor, Wellington 5th March, Coal.  
—ADMIRALTY.  
April 1, PROMETHEUS, Norw. str., 1,023, Moller, Manila 28th Mar., Ballast.  
—East Asiatic Trading Co.  
April 1, TOKIN, French str., 2,897, Schmitz, Marseilles via Bombay 10th Feb., General.  
—Messageries Maritimes.  
April 1, ULABRAND, Norwegian str., 1,369, T. Andersen, Manila 29th March, General.  
—C. E. RAY.  
April 1, VICKSBURG, U.S. gunboat, 1,160, Blacking, Amoy 31st March.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
1st April.  
Carl Diederichsen, German str., for Haiphong.  
Kinsch, British str., for Singapore.  
Katsang, British str., for Yokohama.  
Kwangle, Chinese str., for Canton.  
Maidzuru Maru, Japanese str., for Swatow.  
Sazonia, German str., for Shanghai.  
Seitoku Maru, Japanese str., for Japan.  
Shini Maru, Japanese str., for Canton.

## DEPARTURES.

1st April.  
CARL DIEDERICHSEN, Ger. str., for Haiphong.  
DORIC, British str., for San Francisco.  
EMPEROR OF CHINA, British str., for Vancouver.  
KLAUSCHOW, German str., for Shanghai.  
KINTUCK, British str., for London.  
KUTSANG, British str., for Yokohama.  
KWANLEE, Chinese str., for Canton.  
PRINZ HEINRICH, German str., for Europe.  
MAIDZURU MARU, Japanese str., for Amoy.  
SAXONIA, German str., for Yokohama.  
SEITOKU MARU, Japanese str., for Japan.  
SHINI MARU, Japanese str., for Canton.

## VESSELS IN DOCK.

31st March.  
ABERDEEN DOCKS.—Steiner.  
Kowloon DOCKS.—Kinsch, Compania de Filipinas, Sherman, Isla de Cuba, Zafiro, Hydros, U.S. Helena, Hailon, Elise, Dragon, Hainan, U.S. Oregon.  
COSMOPOLITAN DOCK.—Kumsang.

## CHINA NAVIGATION CO., LIMITED.

**HONGKONG—MANILA.**  
REDUCED SALOON PASSAGE MONEY.  
SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.  
**BUTTERFIELD & SWIRE**  
AGENTS.  
Hongkong, 9th January, 1903. [28]

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above port TO-DAY, the 2nd April, at 11 A.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK &amp; CO., General Managers.

Hongkong, 31st March, 1903. [106]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS

FOR SHANGHAI AND KOBE.

THE Company's Steamship

"TONKIN."

Captain Schmitz, will be despatched for the above ports TO-DAY, the 2nd inst., at Noon.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 2nd April, 1903. [2]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MANZANILLO, MEXICO AND SAN FRANCISCO via MOJI, KOBE AND YOKOHAMA.

THE Steamship

"ATHOLL."

Captain E. Porter, will be despatched for the above ports TO-DAY, the 2nd inst., at Noon.

For Freight or Passage, apply to the Company's Office, 35, Queen's Road Central, 2nd Floor.

J. S. VAN BUREN, Superintendent.

Hongkong, 1st April, 1903. [103]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain G. S. Weigall, will be despatched for the above port on SATURDAY, the 4th April, at 4 P.M.

This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON &amp; CO., General Managers.

Hongkong, 31st March, 1903. [104]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG."

Captain Buller, will be despatched for the above ports on TUESDAY, the 7th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON &amp; CO., General Managers.

Hongkong, 31st March, 1903. [1025]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARBA."

Captain Negre, will be despatched for the above ports on or about TUESDAY, the 7th April.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 31st March, 1903. [2]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

1903

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ... WEDNESDAY, 23rd April.

R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 6th May.

R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 13th May.

R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 27th May.

R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons ... WEDNESDAY, 3rd June.

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ... WEDNESDAY, 24th June.

R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 15th July.

R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 22nd July.

R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons ... WEDNESDAY, 5th Aug.

R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 13th Aug.

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ... WEDNESDAY, 26th Aug.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS ("TARTAR" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey and making connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for excellence at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder Street.

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NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.

Captain.

Tons.

Sailing Date.

OLYMPIA ... J. Traubridge ... 2,837 ... April 5th

TACOMA ... A. Dix ... 2,812 ... April 17th

SHAWMUT ... W. M. Smith ... 2,800 ... May 21st

PLEIADES ... F. G. Purinton ... 3,753 ... May 31st

Steamers marked \* have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rate offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN PORTS of the UNITED STATES and EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to DODWELL &amp; CO., GENERAL AGENTS.

HONGKONG, 2nd April, 1903. [7]

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES

KAMAKURA MARU MARSEILLES, LONDON and SATURDAY, 4th Apr.

H. Christensen ANTWERP, via SINGAPORE, at 4 P.M.

PENANG, COLOMBO and PORT SAID DAYLIGHT.

TOSU MARU VICTORIA, B.C. and SEATTLE TUESDAY, 7th Apr.

H. Christensen U.S.A. via SHANGHAI, MOJI, at 4 P.M.

KAGOSHIMA MARU KOBE and YOKOHAMA FRIDAY, 17th Apr.

KINSUI MARU MOJI, KOBE and YOKOHAMA FRIDAY, 17th Apr.

F. L. Pyne KOBE at 4 P.M.

INARA MARU MARSEILLES, LONDON and SATURDAY, 18th Apr.

W. Balbridge ANTWERP, via SINGAPORE, at 4 P.M.

PENANG, COLOMBO and PORT SAID DAYLIGHT.

HIROSHIMA MARU BOMBAY, via SINGAPORE and TUESDAY, 21st Apr.

J. Nagao COLOMBO at Noon.

KAGA MARU VICTORIA, B.C. and SEATTLE TUESDAY, 21st Apr.

Gto. Anderson U.S.A. via SHANGHAI, MOJI, at 4 P.M.

KASUGA MARU KOBE and YOKOHAMA WEDNESDAY, 22nd Apr.

H. Fraser NAGASAKI, KOBE and YOKOHAMA at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIYARA, Manager. [9]

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Select Passengers. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE.

ZAFIRO 2540 R. Dodge Manila Direct Sat. 4th Apr. 10 A.M.

RUBI 2540 E. W. Almond Manila Direct Sat. 11th Apr. 10 A.M.

PERLA 1980 J. McGilvray Manila Direct Sat. 11th Apr. 10 A.M.

For Freight or Passage, apply to SHEWAN, TOMES &amp; CO., GENERAL MANAGERS.

Hongkong, 30th March, 1903. [17]

PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO INLAND SEA OF JAPAN, MOJI, KOBE, AND YOKOHAMA VIA PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

STEAMSHIP TONS CAPTAIN SAILING DATE.

INDRAVELLI 4,598 W. E. Craven 20, 1903

INDRAPURA 4,598 A. E. Halliwell 14, 1903

INDRASAMHA 5,197 F. E. Groves 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, GENERAL AGENT.



# OCEAN STEAM SHIP CO., LD.

## AND

# CHINA MUTUAL STEAM NAVIGATION CO., LD.

### JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"JASON"	On 5th April.
GLASGOW and LIVERPOOL	"JAGAMMON"	On 9th April.
GLASGOW and LIVERPOOL	"KEEMUN"	On 16th April.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 24th April.
GLASGOW and LIVERPOOL	"CALCHAS"	On 30th April.
GLASGOW and LIVERPOOL	"HYSON"	On 9th May.

HOMWARDS.		
FOR	STEAMERS	DATE
LONDON and ANTWERP	"GLAUCUS"	On 14th April.
LONDON and ANTWERP	"PINGSUEY"	On 18th April.
LONDON and ANTWERP	"DEUCALION"	On 24th April.
LONDON and ANTWERP	"JASON"	On 28th May.
LONDON and ANTWERP	"PATROCLUS"	On 28th May.
LONDON and ANTWERP	"CALCHAS"	On 28th May.

**TRANS-PACIFIC SERVICE.**  
FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.  
The S.S. "CHINGWU" left Singapore on the 28th inst., p.m., and is due here on the 3rd April.  
The S.S. "JASON" left Singapore on the 1st inst., a.m., and is expected here on the 5th inst.  
For Freight, apply to  
**BUTTERFIELD & SWIRE, AGENTS.**  
Hongkong, 2nd April, 1903. [10-12]

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	DATE
SHANGHAI	"KANSHU"	On 2nd April.
MANILA	"CHINGTU"	On 4th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, GARNES, TOWNVILLE, BRISBANE, SYDNEY & MELBOURNE.	"CHINGTU"	On 4th April.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.  
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports and other Australian Ports.  
Reduced Saloon Fares, Single and Return, to MANILA AND AUSTRALIAN PORTS.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE, AGENTS.**  
Hongkong, 31st March, 1903. [11]

## TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date
"ROSETTA MARU"	N. Teto	3276	Friday, 4th April, at 11 A.M.
"ROHILLA MARU"	E. F. Bishop	3589	Friday, 10th April, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.  
Hongkong, 1st April, 1903. K. NAKASHIMA, Manager. [478]

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSWI, VIA SWATOW AND AMOY	"DAIG MARU"	SUNDAY, 5th April.
TAMSWI, VIA SWATOW AND AMOY	"T. W. GROVES"	April.
TAMSWI, VIA SWATOW AND AMOY	"T. W. GROVES"	SUNDAY, 12th April.
FOOCHOW, VIA SWATOW AND AMOY	"T. OSAKA"	April.
ANPING, VIA SWATOW AND AMOY	"ANPING MARU"	WEDNESDAY, 24th April.
ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 15th April.
ANPING, VIA SWATOW AND AMOY	"T. SAITO"	April.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered at the highest class at Lloyd's. Steamers will go alongside the Co.'s Piers at the Customs' water front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 3, Des Voeux Road Central.

Hongkong, 2nd April, 1903. T. ARIMA, Manager. [15]

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRECHTDAMPFER DIENST.  
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COX, BRUGES, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TARRIST, GENOA, PORTS in the LIGURIA, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATE	Freight & Passengers
KONIGSBERG	HAMBURG	On 10th April.	Freight & Passengers
SAMBIA	HAMBURG	On 21st April.	Freight
SERBIA	HAMBURG	On 5th May.	Freight
SAXONIA	HAMBURG	On 19th May.	Freight
SEGOVIA	HAMBURG	On 2nd June.	Freight

For Further Particulars apply to  
**HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.**

## COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTES FRANCAIS.

### NOTICE

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.  
LONDON, HAVRE, BORDEAUX, ALGER.  
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 7th April, 1903, at 11 A.M., the Company's Steamship "SYDNEY," Captain Blanc, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSIT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 6th April. Specie and Parcels received until 4 P.M., on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.  
G. DU CHAMPEAUX, Agent.  
Hongkong, 24th March, 1903. [3]

### THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR DALNY, PORT ARTHUR AND VLADIVOSTOK.  
THE Russian Steamship

"KITAI," Captain Backoff, will be ready to load here on TUESDAY, the 7th April, for the above ports, and will have quick despatch.

For Freight or Passage, apply to  
MELCHERS & CO., Agents.  
Hongkong, 28th March, 1903. [979]

### EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship

"EASTERN," Captain Ellis, will be despatched as above on THURSDAY, the 8th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.  
A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 17th March, 1903. [879]

### THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

### THE Steamship

"CHUSAN," Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this Port on SATURDAY, the 11th April, at Noon, taking passengers and cargo for the above ports.

Ships and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
E. A. HEWETT, Superintendent.  
Hongkong, 31st March, 1903. [1]

### REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1903.

"RICHMOND CASTLE" About 20th April.

"AFRIDI" " " 30th April.

"SAGAMI" " " 15th May.

For Freight and further information, apply to  
DODWELL & CO., LD., Agents.  
Hongkong, 25th March, 1903. [584-922]

### "SHIRE" LINE OF STEAMERS.

STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the PHILIPPINE PORTS).

THE "First-class Steamer"

"PEMBROKESHIRE" will be despatched on or about FRIDAY, the 15th May.

For Freight, apply to  
SHEWAN, TOMES & CO., Agents.  
Hongkong, 26th March, 1903. [98]

### HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain T. Austin, R.N., DAILY Departures from Hongkong to Macao at 8 A.M., from Macao to Hongkong at 2 P.M. Sunday included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.  
2nd Class, \$1.50; return ticket, \$2.50.  
3rd Class, \$1.  
Superior cabin accommodation.

What is Hongkong, opposite Central Market, at Macao, G. M. S. N. Company's Wharf.  
For Freight, &c., apply to  
SHEWAN, TOMES & CO., LD., Agents.  
Hongkong, 25th February, 1903. [549]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

### FOR MANILA.

THE Steamship "EASTERN," Captain Ellis, will be despatched as above on THURSDAY, the 8th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A Stewardess and a duly qualified Surgeon are carried.

Return Tickets interchangeable with China and Manila S.S. Co., Ltd.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 1st April, 1903. [1035]

### NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rabattino United Companies.)  
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

### THE Steamship

"CAPRI," Captain Belsito, will be despatched as above on SATURDAY, the 11th April, at Noon.

The Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & CO., Agents.  
Hongkong, 31st March, 1903. [4]

### WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.  
S.S. "CHU KONG" (Captain Mao).

DEPARTURES from Hongkong to Macao daily at 8 A.M. (Sunday included).

Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).

This steamer is the fastest and has superior Cabin accommodation.

FARES:  
1st Class .. .. \$3.00  
2nd .. .. 1.00  
3rd .. .. 0.50

Further Particulars may be obtained at the Office of  
WING ON STEAMSHIP CO., No. 42, Bonham Strand West.  
Hongkong, 11th March, 1903. [646]

### NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with IMPERIAL GERMAN MAIL LINE Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to  
DODWELL & CO., LIMITED, General Agents for China and Japan.  
Hongkong, 4th August, 1897. [8]

### NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAXONIA," Captain Bremner, having arrived from the above ports, Consignees of Cargo are hereby requested to land in their Bills of Lading for counter signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 30th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th April will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th April, at 3 P.M.

No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINIE, Hongkong Office.  
Hongkong, 30th March, 1903. [997]

### NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—  
From London, &c., ex s.s. China.  
From Australia, ex s.s. Australia.  
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. To-day, 27th inst.

Goods not cleared by the 2nd prox., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.  
Hongkong, 27th March, 1903. [3]

## QOAN STEAMSHIP COMPANY, LIMITED.

### CONSIGNEES per Company's Steamers

"MENELAUS" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 29th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 5th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 4th prox.

No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 28th March, 1903. [10]

### THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"QANF" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 27th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 3rd April will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 3rd April.

No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 26th March, 1903. [12]

### IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"KIAUTSCHOU," OF THE HAMBURG-AMERIKA LINIE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., To-day, the 31st March.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 8th April will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 7th April, at 9.30 A.M.

All Claims must reach us before the 12th April, or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be counter signed by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.  
Hongkong, 31st March, 1903. [3]

### AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"NIPPON" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before 10 A.M. on the 6th April, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 6th April, will be subject to rent.

Bills of Lading will be counter signed by  
SINDET, WILSON & CO., Agents.  
Hongkong, 31st March, 1903. [3]

### NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—

SOLITSE, British 4-m. barque, McBryde—Standard Oil Co.

Hongkong, 31st March, 1903.

1417-3

## BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAN BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.



This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents.  
Hongkong, 25th July, 1902. [374]

## SANITAS

FLUID OIL CRUDE FLUID POWDER EMBROCATION SOAPS DISINFECTORS INHALERS FUMIGATORS

COLORLESS FRAGRANT NON-POISONOUS DOES NOT STAIN KILLS ALL DISEASE GERMS OXYGENATED THE AIR.

Sulphur Candies - KINGZETT'S PATENT. Formic Famigators.

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